

SUMMARY OF JANUARY 2004 LBTS MASTER PLAN RECOMMENDATIONS

CODE: Items typed in blue have been accomplished. Items stricken out have been excluded by decisions of the Town Commission, the voters, or the Master Plan Steering Committee. Actions have been taken that are contrary to the items in red. (All subject to further input from the MPSC.)

A. FOCUS ON 3 DEVELOPMENT NODES:

1. DOWNTOWN CENTER NODE

- Improve pedestrian experience along Commercial Blvd
 - Create a grand pedestrian promenade (14' in width) from Intracoastal to Beach
 - Secondary pedestrian promenade along the building facades on Commercial Blvd
 - Defined bike lanes, grade-separated from the roadway with a curb & in contrasting color
 - Bike lanes from Intracoastal to A1A, but not grade-separated or in contrasting color
 - Pedestrian & streetscape amenities (improved landscaping, crosswalks, widened sidewalks)
 - Paver crosswalks at El Mar, Seagrape & A1A intersections with Commercial were in place before the Master Plan
 - Supplement existing royal palms with additional trees to create a ceremonial arcade
 - Plant shade trees along store fronts and in parking areas
 - Benches clustered and clusters 50' apart
- Commercial Boulevard to be the Town's retail and service destination for residents, visitors and regional consumers.
 - Close Commercial to traffic from A1A to beach,
 - enhance the retail & dining establishments
 - signature feature (~~recommend a fountain~~)
 - additional seating areas installed
 - Improved public amenities
- Pavilion
 - Signature feature (fountain) in green space in front of Chamber of Commerce
 - Chamber has requested that we remove the fountain
 - Expand the visitor center
 - Realign roadway to correct awkward road closing at Bougainvillea & A1A

- El Mar
 - ⊖ Streetscape that caters to bicyclists, pedestrians and beach users rather than to cars
 - Ocampo design for south El Mar does that
 - Decrease amount of back out parking
 - Add street furniture, landscaping including shade trees and other amenities for pedestrians. Benches every 40 feet on east side and 80 feet on west side.
 - One car lane in each direction; other lane for service
 - Maintain vistas to the ocean
 - Widen sidewalks
 - Reduce lane width to 10'
 - Center, landscaped median
 - Service lane to be used by bicyclists, pedestrians, skaters
- Improve alleyways for pedestrian use –
 - defined pedestrian strip
 - alleyway widened and sidewalk added on alley north of Oriana; closed to regular traffic & landscaping added near beach end
 - banners
 - lighting
 - bury utility poles & wires
 - street furniture

2. THE BEACH/WATERFRONT CENTER AT EL PRADO PARK NODE

- Make it the Town's secondary waterfront destination
- Open air amphitheatre where concerts, plays, large scale public events are held
 - Fourth of July events and Taste of the Sea each held there once
- Restrooms
- Small concession stands
- Integrated furniture & site amenities

3. COMMUNITY CENTER NODE

- Redevelop Town Hall Complex to more effectively utilize the site & house government functions in a more architecturally striking building
 - an open courtyard in center to preserve/expand the vista to the sea from Municipal Park
 - Build an observation tower to emphasize the significance of the site
- Create a community center and a senior recreational facility on site

B. COMMUNITY IDENTITY

- Establish a trademark feature, versions of which would be located at key entry points and gathering points (The 2005 Master Plan suggests the trademark be fountains, but others have suggested large public art pieces or something that reflects a maritime character.)
- Create signature arrival gateways at northern, southern & eastern entryways to Town with
 - Entryways done, but not in the grand manner envisioned in the Master Plan
 - Landscaped center median
 - Specialty pavement features
 - “bold and colorful landscaping”
 - **Signature lighting**
 - Low horizontal walls with Town name & logo
 - Signature trademark feature

C. ECONOMIC DEVELOPMENT/REVITALIZATION

- Be a high-end destination for tourists & visitors from other tri-county locations
- Offer more quality retail and service companies
- Develop Basin Drive as a secondary waterfront retail destination
- Create a Barrier Island Interpretive Center to draw tourists and as a catalyst for redevelopment and revitalization (see more on the Center under Community Identity section)
- Capitalize on the closest Coral Reef to the shore in the U.S. in promoting the Town
- Incorporate & promote unique characteristics that define the community in advertising
- Create 3 satellite parking nodes at the ends of the “T” which will service each of the 3 development nodes
 - Build parking garages at former Clarion hotel parking lot site, adjacent to El Prado, and on the site of the former Holiday Inn parking lot
 - Expanded/improved El Prado parking lot
 - Acquired/developed A1A (a.k.a. Bouganvillea) parking lot
- Keep hospitality industry focus on El Mar Drive by retaining and encouraging high-end but small-scale resorts, hotels & motels and limiting residential/townhouse development on El Mar.
 - Create a Motel Overlay District OR Rezone El Mar Drive as Commercial Zone that excludes potential for residential development without a permit OR Amend existing El Mar zoning to limit uses, add design standards that control type and style of development OR Add provisions for flexibility in development and incentives (assumed to mean

hotel/motel development) regarding parking, setbacks, lot coverage, etc.

- Repealed the Hospitality/Beach Village Overlay district
- Minto's Villas by the Sea and Oriana developments replaced hotels.
- Provide for "3 over 1" height limits on ocean side of El Mar and 4 story height limits on El Mar
- Establish 4 story height limits on A1A
- Establish 5 story height limits on Commercial Boulevard east of Bougainvillea

D. PROTECTING/ENJOYING ENVIRONMENTAL TREASURES

- Ensure accessibility to the beach
- Preserve & create additional vistas to the waterfront
- Develop portals to the beach at locations from Pine to Palm with seating areas, with distinctive designs for each portal, low level lighting along entire pathway, low seat walls, all with a maritime theme
- Improve beach access entries (one next to Sea Watch & the other by Cristelle) with better signage, street furniture, lighting and safety elements
 - Added 5' sidewalks at both entries
- Mark secondary gateways through specialty paving & streetscape on A1A that announces access to the ocean between Pine Ave and Palm
- ~~Develop a beach promenade from the Town's southern boundary to the northern boundary~~
- Dune restoration, shoreline preservation
- Protect safety of sea turtle habitats
- Put interpretive stations along the beach
- Created Washingtonia Park

E. CONTROL DESIGN OF DEVELOPMENT

1. Regulated building design on oceanfront streets (El Mar & Commercial East of A1A)
 - Mediterranean design on El Mar and Commercial east of A1A
 - 2007 code amendments call indicate that in B-1A, B-1, B-5, R-5, RD-10, RM25 zones "architectural type shall be in accordance with the classical style of the Spanish, Venetian, Italian or other Mediterranean or similar harmonious architecture" unless the building has been declared a "historical landmark".
 - None of the portals are Mediterranean design, nor is Oriana
 - Villas by the Sea development does have a Mediterranean flavor
 - ~~Ground plane of buildings should be open to provide continuous visual access~~

- Rooflines and top story should be varied to create relief from plane of lower stories
- Width of building along street side should be less than length & sited to preserve ocean views
- Specific design guideline recommendations re: facades, windows, primary public entrances, signage
- Similar specialty paving & sidewalk treatment throughout

2. Regulated design on Commercial Blvd corridor west of A1A

- Contemporary, high-end architectural theme (materials machined & smooth)
 - 2007 code amendment discussed earlier conflicts with this recommendation
- Storefronts should have a Main Street feel
- Building plane should be broken every 30'
- Ground floor predominantly glass (approx 75%)
- Arcades & awnings along first floor
- Setbacks maintain sightlines to ocean
- new development should have a minimum height of 2 ½ stories, ~~maximum of 5 stories~~
- Streetscape improvements/design on Commercial corridor east of A1A
 - Street furniture contemporary in style (bold & simple design reduce
 - Lighting contemporary. Ceremonial quality w limited detail
 - Specialty paving with strong banding & patterning

3. Regulate A-1A Corridor design

- Design guidelines should be adopted that keep the feel of a 1950s motel, vacation strip. Simple, streamlined design form of the 1950s.
 - 2007 code amendment discussed earlier conflicts with this recommendation
- Facades with little ornamentation or decoration.
- Windows with a strong geometric pattern.
- Other specific design considerations.

F. CAPITALIZE ON SEASIDE/WATERFRONT LOCATION, HISTORY & RESOURCES

- Maritime character in design of street furniture and amenities
- Create a secondary waterfront destination by creating a pedestrian waterway promenade along Basin Dr

- Develop transient boat dockage at Basin Drive
- Develop a Barrier Island Interpretive Center – a signature development with an educational purpose
- Diver access area (possibly via the Pier)
- Establish an underwater park
- Develop a waterfront access park in Bel-Air neighborhood at 15th street and canal with transient dockage (would require dredging)
- Waterway promenade along Intracoastal Waterway
- Build an intermodal transportation center at the foot of Commercial Blvd bridge including a multi-story parking garage
- Create a water-taxi stop at Intracoastal Waterway, near Commercial
- Light standards of maritime style along El Mar and Commercial east of A1A
- Street furniture with a maritime theme

G. PUBLIC AMENITIES THAT FOCUS ON COMFORT, SECURITY & SUSTAINABILITY (in addition to issues raised earlier in the document)

- Improve the aesthetic character of public facilities & amenities
Examples of what has been accomplished are the design of the portals and the public furniture at the portals, the, decorative streetlight poles on A1A, Seagrape, Commercial, El Prado and some on El Mar, renovated Municipal Park, developed El Prado & Washingtonia Parks, made lighting improvements at Jarvis Hall, improved Bel Air neighborhood entryway.
- Create/ Enhance Community Gathering Places
 - Pavilion
 - El Prado beachfront park
- Improve Streetscapes
 - the streetscape on Seagrape from Commercial to North Tradewinds
 - plant shade trees
 - urban forest on A1A at Hibiscus
 - FDOT paid for overhead power lines on North A1A to be buried (from Pine to Terramar)
 - More pedestrian friendly streetscape on A1A (trees, landscaping, sidewalks)
 - Grant received for A1A streetscape improvements on A1A from Pine Avenue north to Terramar; design underway
 - Clearly defined bicycle lane on A1A, grade-separated & paved in color contrasting with the sidewalk.
 - A1A streetscape should reflect 1950s design motif (i.e. benches that are designed to look like 1950s car seats)
- Reduce traffic impacts

- (id where we've done traffic calming)
- Create Multiple Transportation Modes
- Integrate recycling receptacles in all streetscape projects
- Incorporate solar lighting where feasible

H. SINGLE FAMILY NEIGHBORHOODS

- improve storm drainage
- 6' width sidewalks, one side of street only (side determined by best protection from the sun)
- create individual sense of identity for each neighborhood, reflect the character of the neighborhood
- link residential neighborhoods to primary streets
- 5 to 6' planting strips that can accommodate shade trees & landscaping
- Maximum height of 2 ½ stories
- Curb cuts allowed at no more than every 60' of street frontage
- Shallow pitched roofs
- "Garden" quality street furniture and decorative street light poles & luminaries in a traditional style
- Low horizontal street-name walls at primary residential street intersections & entrances

I. OTHER

- Two travel lanes on A1A with a shared turning lane